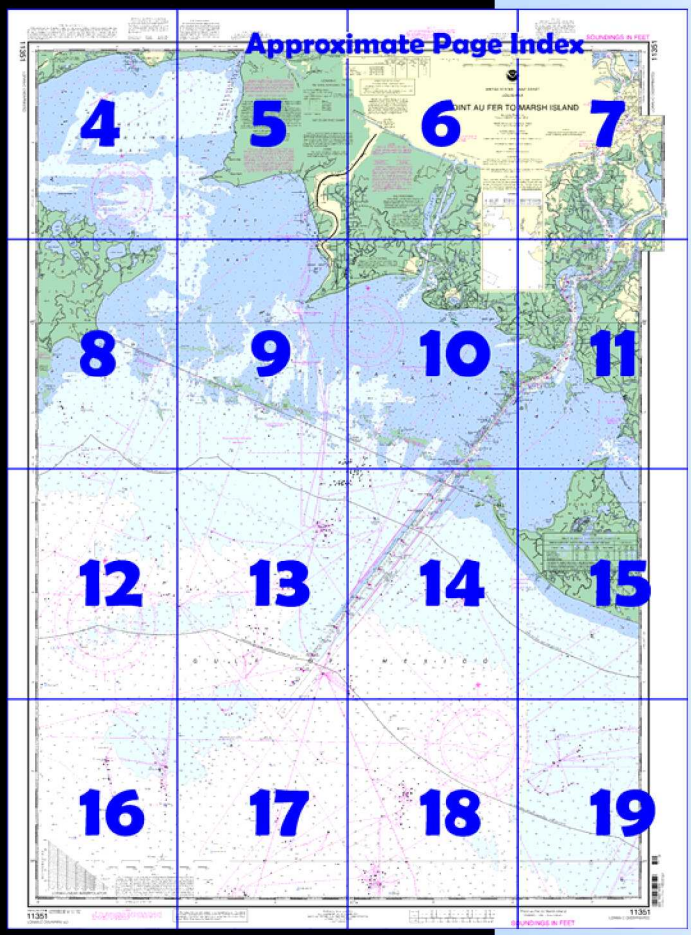
BookletChart™

Point Au Fer To Marsh Island

(NOAA Chart 11351)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

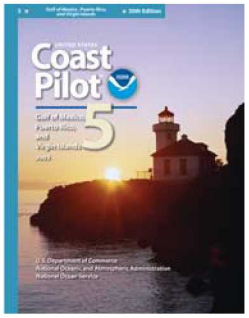
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 9 excerpts]

(185) **Atchafalaya Bay** is a large indentation in the coast of Louisiana 112 miles W of Southwest Pass, Mississippi River. The bay is about 28 miles long in nearly an E-W direction, averages 7 miles in width, is full of shoals and oyster reefs, and has general depths ranging from 3 to 9 feet. A fringe of reefs partially separates the bay from the Gulf, the E end being known as Point au Fer Shell Reef. The bay is the approach to Lower Atchafalaya River and the Port of Morgan City, with depths of 25 feet or less extending 25 miles off the channel entrance. Vessels navigating the bay usually draw 3 to 10 feet.

(186) **Point au Fer Reef Light** (29°22'18"N., 91°23'06"W.), 44 feet above the water and shown from a square green daymark on a skeleton tower on a concrete platform at **Eugene Island** on the W side of the dredged channel, and an abandoned lighthouse on Southwest Reef are the only conspicuous objects in the **Point au Fer Shell Reef** area. A seasonal fog signal is at the light.

(197) **Lower Atchafalaya River** flows S into the NE corner of Atchafalaya Bay; it is the outlet for an extensive system of S Louisiana lakes and bayous known as the Atchafalaya navigation system, an inside passage to the Mississippi River about 180 miles above New Orleans.

(204) **Little Wax Bayou,** which branches W from the Lower Atchafalaya about 13.5 miles above the mouth, is part of the Intracoastal Waterway and is described later in this chapter.

(214) **Port of Morgan City** is at the confluence of Atchafalaya River and the Intracoastal Waterway about 35 miles from deep water in the Gulf of Mexico.

(215) **Morgan City,** on the E side of Berwick Bay, has several landings with ample depths for river boats; vessels generally go alongside, because of the depths and currents in the river.

(264) **Little Wax Bayou,** branching W from Lower Atchafalaya River 2.5 miles below Morgan City, empties into **Wax Lake** and through **Wax Lake Pass** and **New Pass** into Atchafalaya Bay. The N end of the bayou has been straightened by dredged cuts to form the route of the Intracoastal Waterway W from Lower Atchafalaya River. **Big Wax Bayou** flows into Wax Lake Pass and through New Pass into Atchafalaya Bay. These bayous form an inside route from Morgan City to the W part of the bay.

(265) **Marsh Island,** on the S side of Vermilion Bay and W of Atchafalaya Bay, is low and marshy. The entire Gulf shore of the island is foul; numerous oyster reefs, some of which uncover at low water, extend for about 4.5 miles off the S point of the island. The foul area should not be entered without local knowledge.

(271) **East Cote Blanche Bay, West Cote Blanche Bay,** and **Vermilion Bay** together make up a large body of water extending WNW from the NW side of Atchafalaya Bay, and are separated from the Gulf by Marsh Island. This water area is about 32 miles long and 5 to 15 miles wide, and depths averaging of 5 to 9 feet. With the exception of Cote Blanche Island, Weeks Island, and Avery Island, the shores of these bays and Marsh Island are low and marshy. In recent years there has been extensive oil exploration in the bays offshore from **Burns** off **South Bend** in East Cote Blanche Bay, along the NW shore in West Cote Blanche Bay, and on Dry Reef.

(272) Boats bound from Atchafalaya Bay to East Cote Blanche Bay generally use **Morrison Cutoff,** which is between **Point Chevreuil** on the E and **Rabbit Island** on the W. Under favorable conditions a draft of 4 to 5 feet can be carried through the cutoff into East Cote Blanche Bay and thence through West Cote Blanche Bay to Vermilion Bay. Local knowledge is needed to carry the best water.

(273) **The Jaws**, at the NE corner of West Cote Blanche Bay is a passage connecting the bay with the Intracoastal Waterway and with **Charenton Drainage and Navigation Canal** . In April 1997, the controlling depth was 4 feet through the passage; knowledge of local existing conditions is advised. A passage through the bay from off **Point Marone** through The Jaws is marked by private daybeacons and a light.

(274) **Cote Blanche Island,** 97 feet high, is on the N side of West Cote Blanche Bay. From the bay side, the island appears as a reddish-yellow steep bluff. **Ivanhoe Canal,** W of the island, connects West Cote Blanche Bay with the Intracoastal Waterway. In 1983, the canal had a reported controlling depth of 4½ feet. The canal is marked by private aids.

Table of Selected Chart Notes

Corrected through NM Jan. 16/10
Corrected through LNM Jan. 05/10

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,000 at Lat. 29°21'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

For Symbols and Abbreviations see Chart No. 1

NOTE C

Shoaling to 2 feet at MLLW and numerous uncharted stumps, snags and logs are reported to exist in New Pass and the approaches to New Pass from about four miles south and southwest.

July 1982

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE B

A depth of 4½ feet has been reported between the aids leading to Ivanhoe Canal.

May 1983

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.774" northward and 0.397" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Morgan City, LA	KIH-23	162.475 MHz
Lafayette, LA	WXK-80	162.55 MHz

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Berwick Bay waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

NOTE D

The hydrography within the heavy dashed black line was surveyed by NOS in 2005. A shoaling condition has been observed in relation to prior surveys. The density of this most recent survey data is inadequate to rule out the possibility of shoaler depths or undetected submerged features in these areas.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

INTRACOASTAL WATERWAY
(use charts 11350, 11354 and 11355)

The project depth is 12 feet from New Orleans, LA to Aransas Pass, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Eugene Island	(29°22'N/091°23'W)	1.9	1.7	0.6
Shell Island	(29°28'N/091°18'W)	1.5	- - -	- - -
Point Chevreuil	(29°31'N/091°33'W)	1.5	- - -	- - -
South Point, Marsh Island	(29°29'N/091°46'W)	1.8	- - -	- - -
Cote Blanche Island	(29°44'N/091°43'W)	1.4	- - -	- - -

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jan 2010)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

ATCHAFALAYA RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	A10	B11	12	9;11-09	400	14.6	20
LOWER BAY REACH	15	15	13	9-09	400	4.8	20
UPPER BAY REACH	11	C12	13	9-09	400	5.9	20
HORSESHOE CHANNEL	12	12	9	10-09	400	3.8	20

A. EXCEPT FOR AN OBSTRUCTION LOCATED IN APPROXIMATE POSITION 29°20'16.8"N, 91°24'49.4"W.
B. EXCEPT FOR A SUBMERGED PIPE LOCATED IN APPROXIMATE POSITION 29°17'42.0"N, 91°27'06.0"W.
C. EXCEPT FOR A REPORTED OBSTRUCTION LOCATED IN APPROXIMATE POSITION 29°26'19.7"N, 91°19'27.8"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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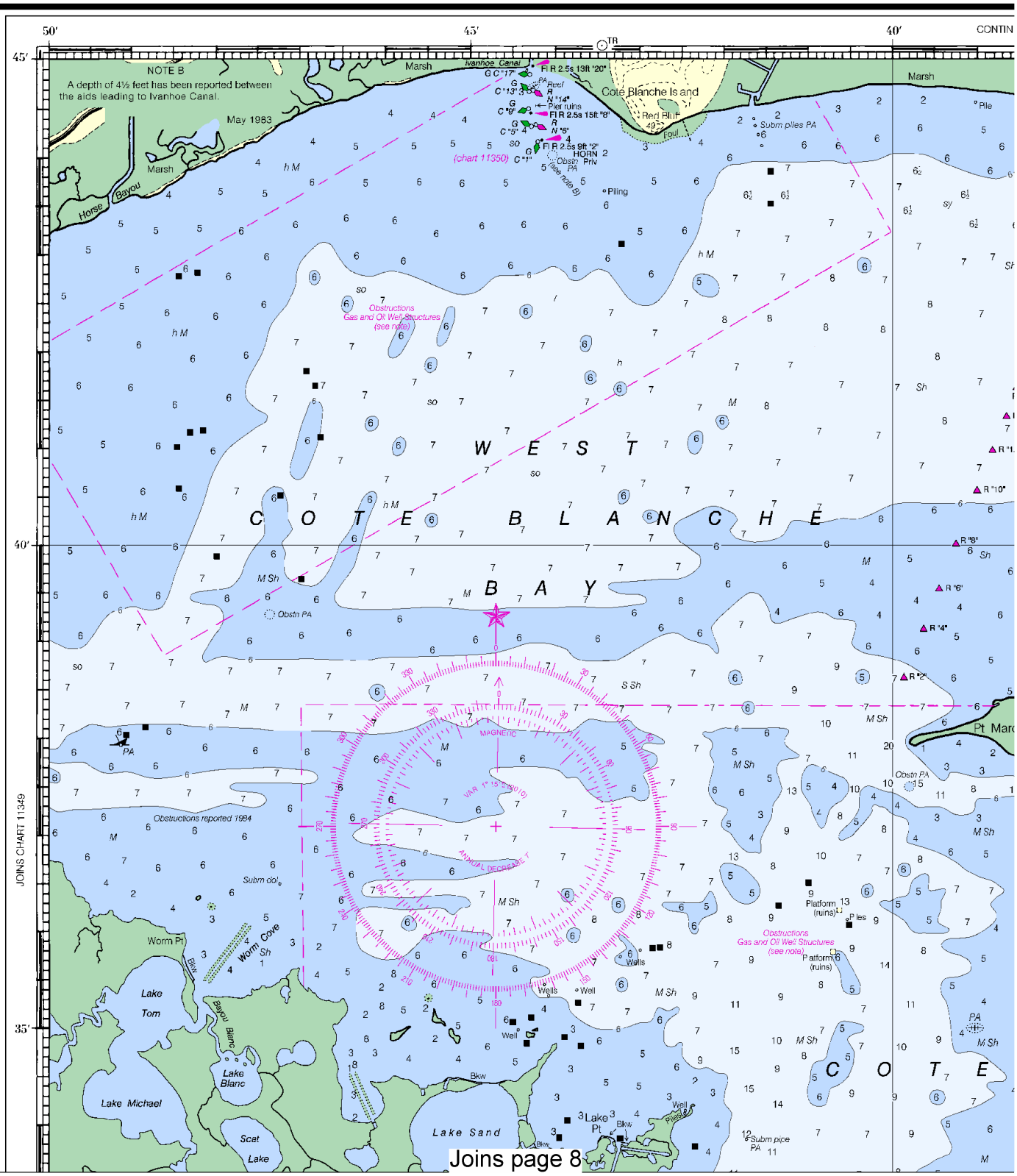

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North

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Formerly C&GS 1276, 1st Ed., Mar. 1939 C-1939-509 KAPP 63

RADAR REFLECTORS

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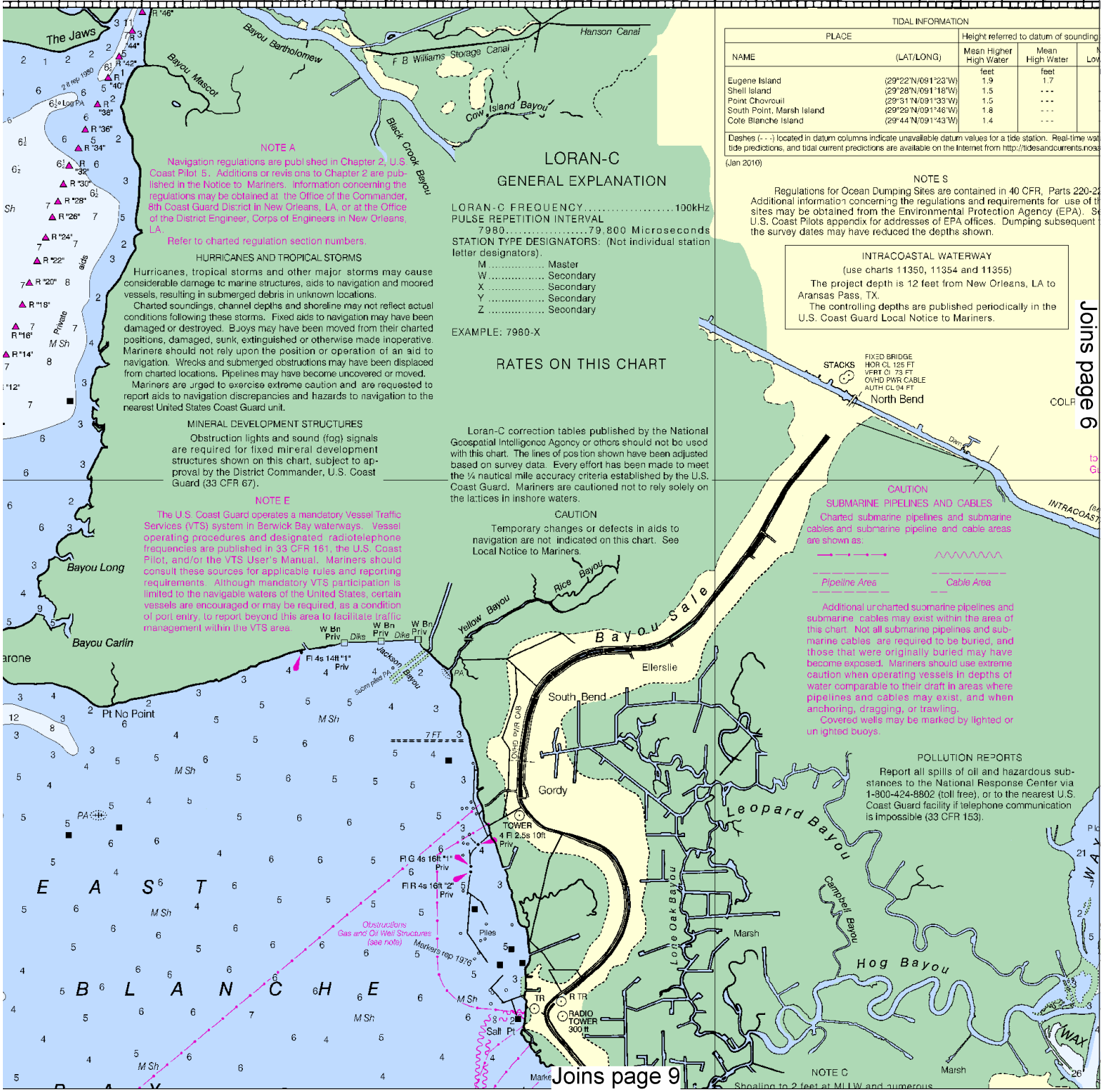
INUED ON CHART 11345

35′

91° 30′



NOTE A

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Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Berwick Bay waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79.800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
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Y ..... Secondary
Z ..... Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

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CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of sounding: Mean Higher High Water	Mean High Water	Mean Low
		feet	feet	
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Shell Island	(29°28'N/091°18'W)	1.5	---	
Point Chevreuil	(29°31'N/091°33'W)	1.5	---	
South Point, Marsh Island	(29°29'N/091°46'W)	1.8	---	
Cote Blanche Island	(29°44'N/091°43'W)	1.4	---	

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time wat tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa

(Jan 2010)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-22 Additional information concerning the regulations and requirements for use of t sites may be obtained from the Environmental Protection Agency (EPA). Se U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent the survey dates may have reduced the depths shown.

INTRACOASTAL WATERWAY

(use charts 11350, 11354 and 11355)

The project depth is 12 feet from New Orleans, LA to Aransas Pass, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 6

Joins page 9

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Formerly C&GS 1276, 1st Ed., Mar. 1939 C-1939-509 KAPP 63

RADAR REFLECTORS

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CAUTION
Gas and Oil Well Structures

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35′ 91° 30′ 25′

Hanson Canal
F B Williams Storage Canal
Bartholomew
Cow Island Bayou
Black Crook Bayou

NOTE A

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EXAMPLE: 7980-X

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Point Chevreuil	(29°31′N/091°33′W)	1.5	- - -	- - -
South Point, Marsh Island	(29°29′N/091°46′W)	1.8	- - -	- - -
Cote Blanche Island	(29°44′N/091°43′W)	1.4	- - -	- - -

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(Jan 2010)

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INTRACOASTAL WATERWAY
(use charts 11350, 11354 and 11355)

The project depth is 12 feet from New Orleans, LA to Aransas Pass, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

POINT A

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, Demarcation lines are shown thus: — — — —

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

STACKS
FIXED BRIDGE
HOR CL 125 FT
VERT CL 73 FT
OVHD PWR CABLE
AUTH CL 94 FT
North Bend
Dam
INTRACOASTAL WATERWAY (see note)
Shoal PA (rep 1995)
(CONTINUED ON CHART 113
Yellow Bayou
Rice Bayou
Bay-o-u-Sale
Ellerslie
South Bend
Gordy
OVHD PWR CAB
W Bn Priv
Dike
Fl 4s 14ft "1" Priv
Jackson Bayou
Subm piles PA
M Sh
7 FT
TOWER 4 Fl 2.5s 10ft Priv
FlG 4s 16ft "1" Priv
FlR 4s 16ft "2" Priv
Obstructions Gas and Oil Well Structures (see note)
Markers rep 1976
Piles
Salt Pt
TR
R TR
RADIO TOWER 300 ft
Marker
TOWER
Shoaling to 2 ft
Leopard Bayou
Louie Oak Bayou
Campbell Bayou
Hog Bayou
Marsh
Possum Pt Bayou
Wk PA
Wks PA
Pilos
Pile
Pipe PA
WAX LAKE
Towhead Bayou
Sixmile Bayou
Wax Lake PA
Joins page 5
Joins page 10

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

North

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

SOUNDINGS IN FEET

LORAN-C OVERPRINTED 11351

CONTINUED ON CHARTS 11362 AND 11354

SCALE 1:80,000
Nautical Miles
Yards

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

AU FER TO MARSH ISLAND

Mercator Projection
Scale 1:80,000 at Lat. 29°21'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2005	NOS Surveys	full bottom coverage
B1	1990-2006	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

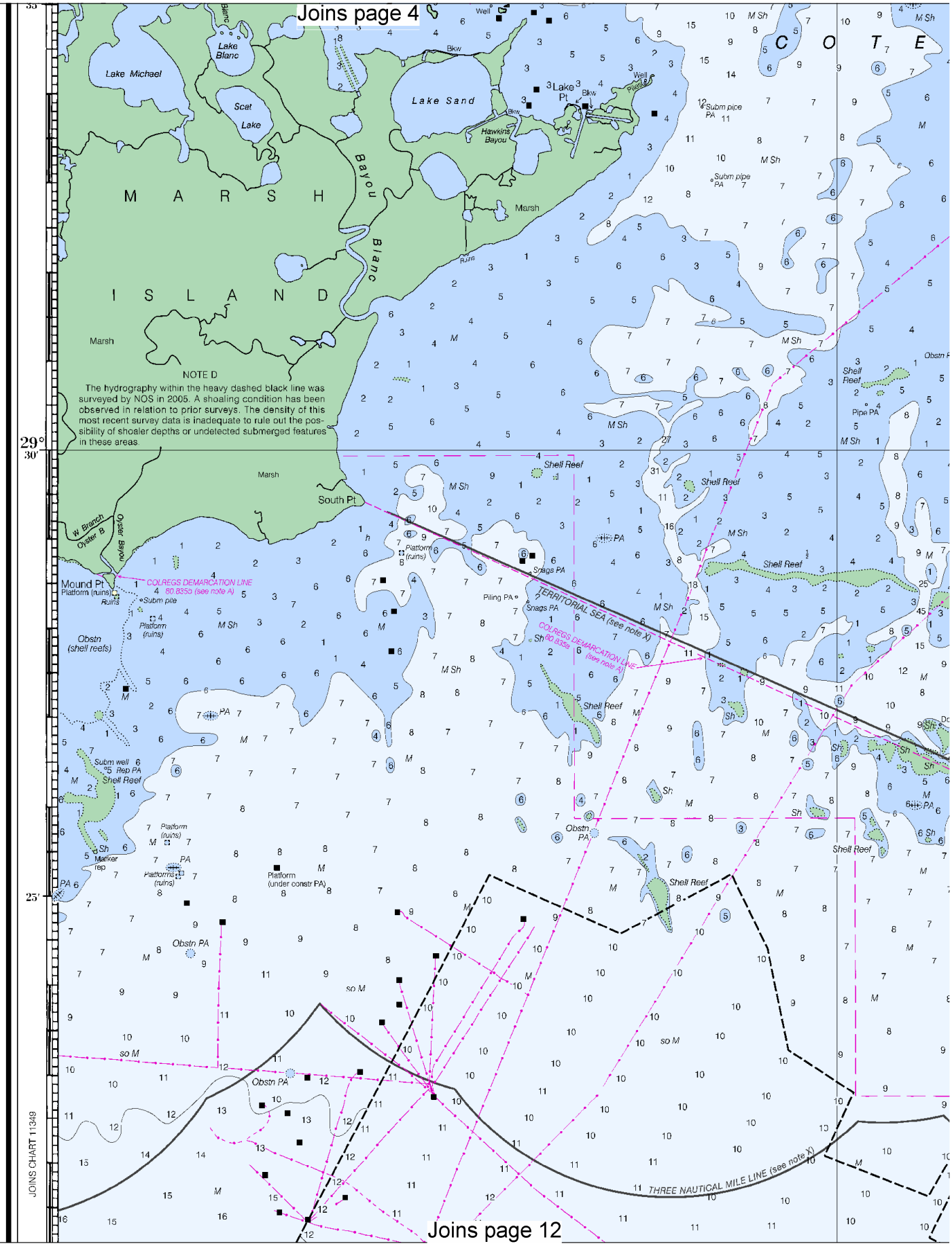
CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

BERWICK BAY
VESSEL TRAFFIC SERVICE
161 and 165.811 (see note A and note E)

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

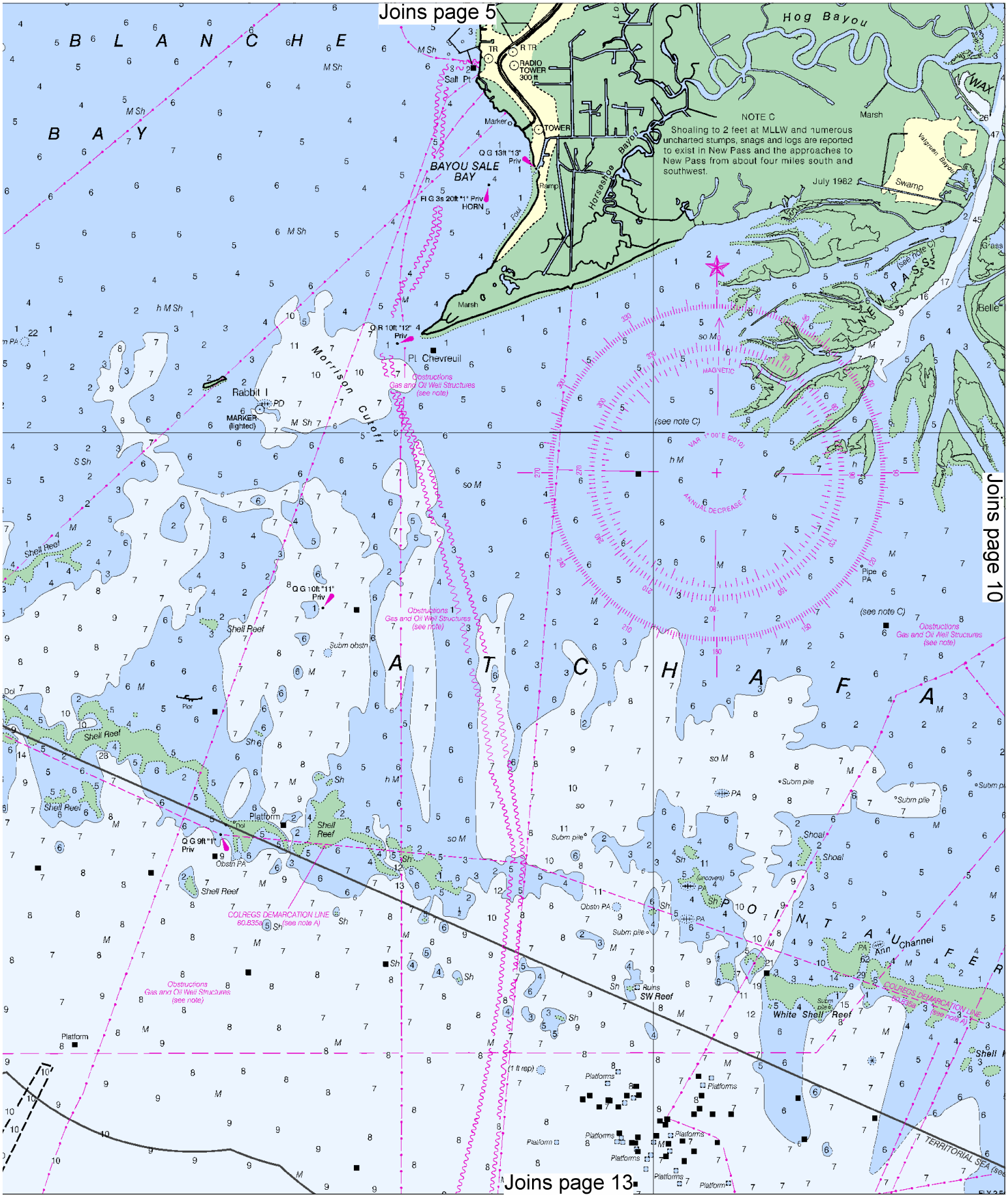


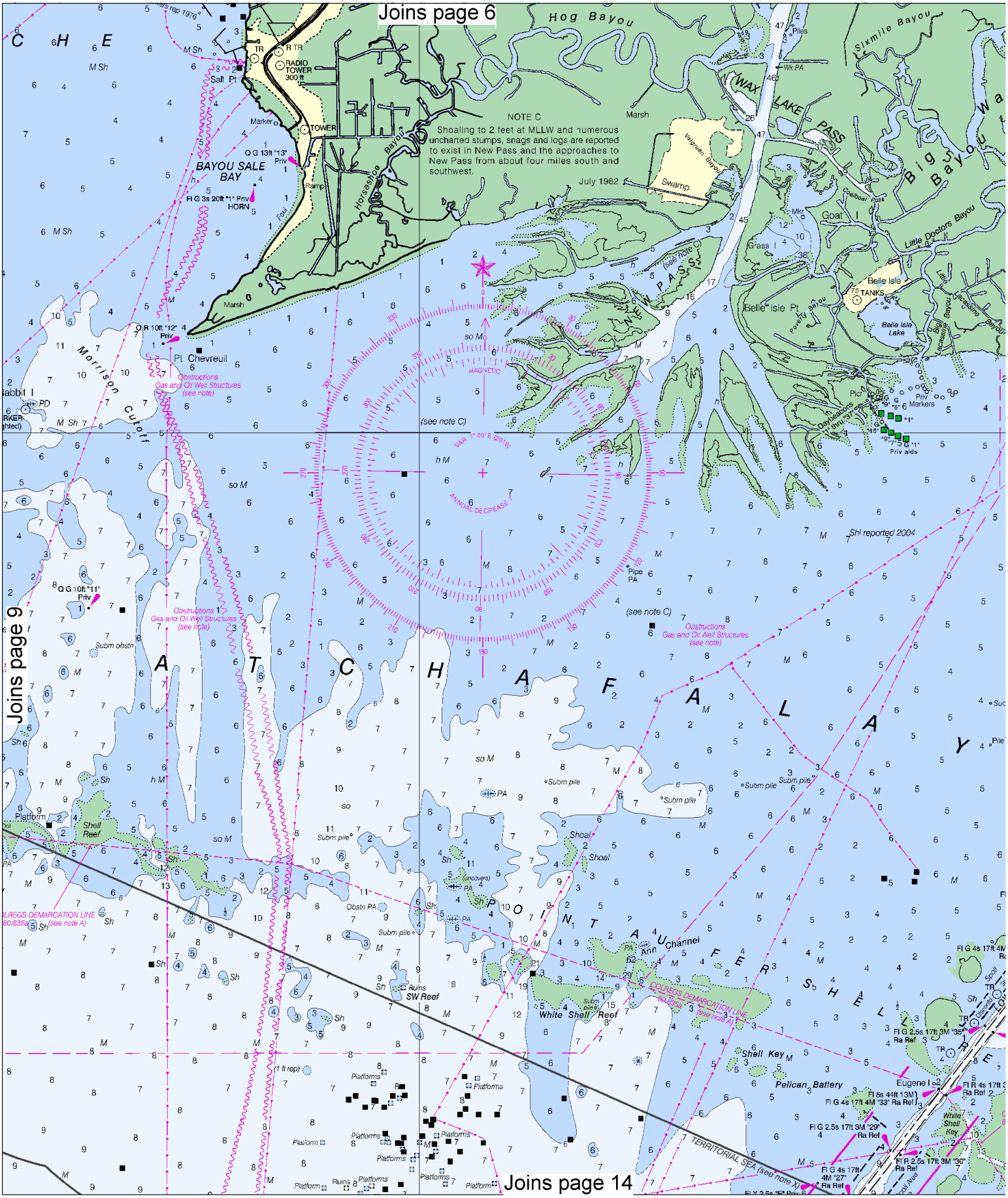
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000


Joins page 5
B L A N C H E
B A Y
BAYOU SALE BAY
Hog Bayou
Marsh
NOTE C
Shoaling to 2 feet at MLLW and numerous uncharted stumps, snags and logs are reported to exist in New Pass and the approaches to New Pass from about four miles south and southwest.
July 1982
Swamp
Salt Pt
RADIO TOWER 300 ft
TOWER
Ramp
Horseshoe Bayou
Fl G 3s 20ft "1" Priv HORN
Q G 13ft "13" Priv
Q R 10ft "12" Priv
Pl Chevreuil
Obstructions Gas and Oil Well Structures (see note)
Rabbit I
MARKER (lighted)
Morrison Cutoff
Q G 10ft "11" Priv
Shell Reef
Subm obstn
ATCHAFALAYA BAY
Pier
Platform
Q G 9ft "1" Priv
Obstn PA
COLREGS DEMARCATION LINE 60.835a (see note A)
POINT AU FER
Channel
Ann
SW Reef
White Shell Reef
Ruins
Platforms
Platform
(1 ft rep)
TERRITORIAL SEA
Joins page 10
Joins page 13
(see note C)
MAGNETIC
VAR 1° 00' E (2010)
ANNUAL DECREASE 1'



North

Printed at reduced scale. ~~SCALE 1:80,000~~

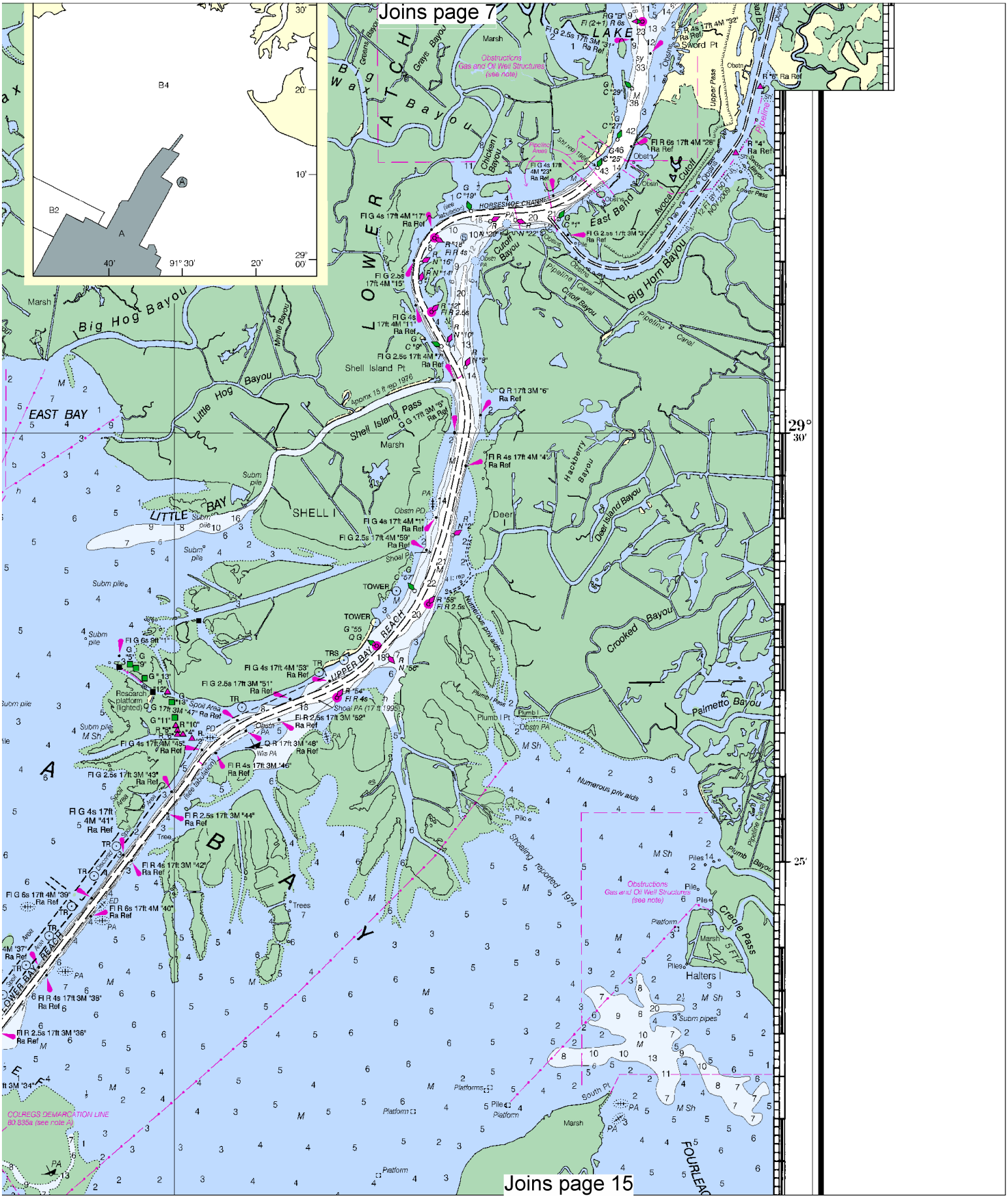
Nautical Miles

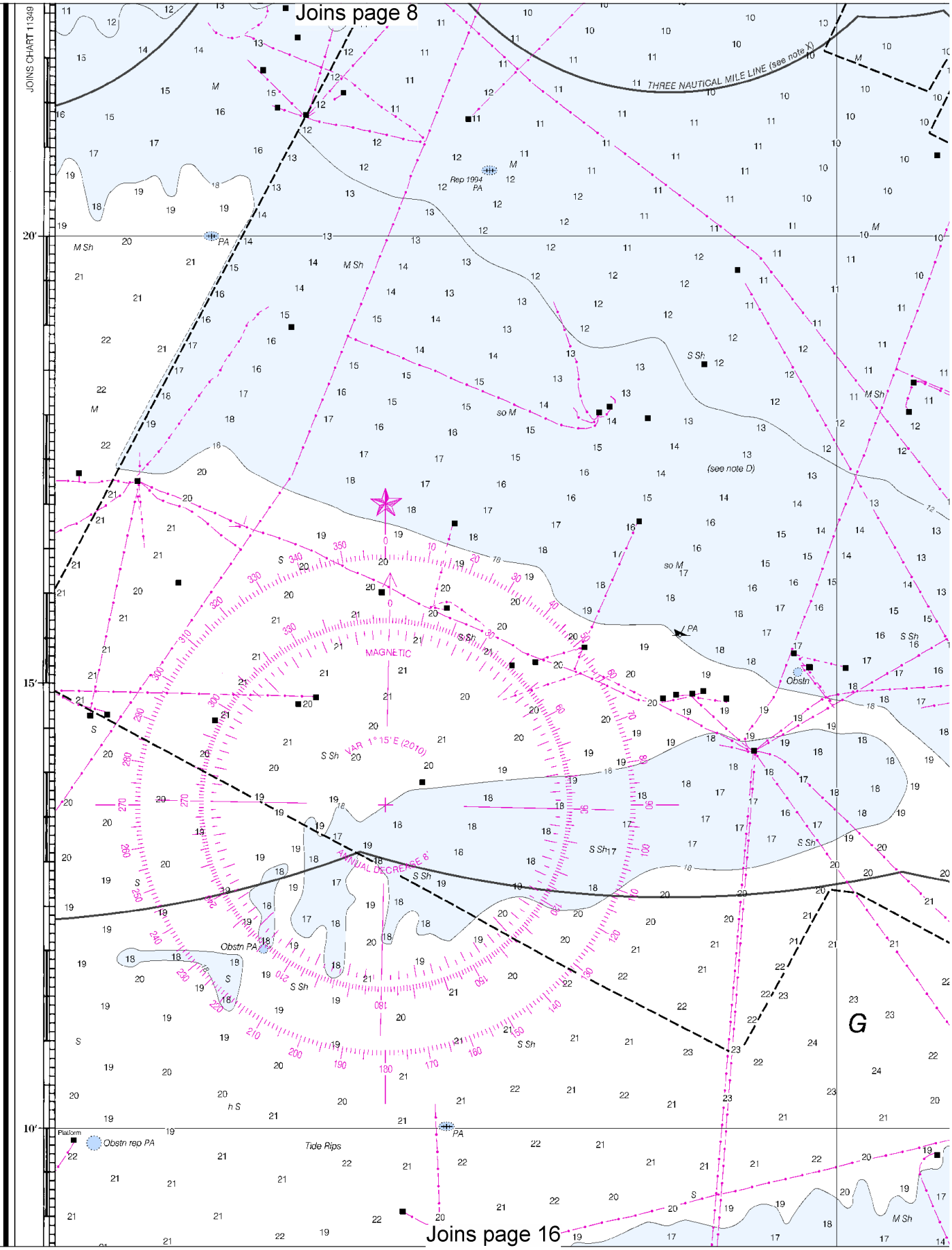
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
Joins page 15
LOWER BAY
EAST BAY
LITTLE BAY
SHELL I
Big Hog Bayou
Little Hog Bayou
Shell Island Pass
Shell Island Pt
Big Wax Bayou
Grays Bayou
Greens Bayou
Chicken I Bayou
HORSESHOE CHANNEL
East Bend Cut
Avoca Cutoff
Big Horn Bayou
Cutoff Bayou
Pipeline Canal
Cutoff Canal
Hackberry Bayou
Deer Island Bayou
Deer I
Crooked Bayou
Palmetto Bayou
Plumb Bayou
Plumb Pass
Plumb I Pt
Upper Pass
Lower Pass
Sword Pt
Creole Pass
Halters I
South Pt
Myrtle Bayou
Numerous priv aids
Shoaling reported 1974
Obstructions Gas and Oil Well Structures (see note)
COLREGS DEMARCATION LINE 80.835a (see note A)
29°
30'
25'
B4
B2
A
40'
91° 30'
20'
29' 00'
30'
20'
10'



12

North

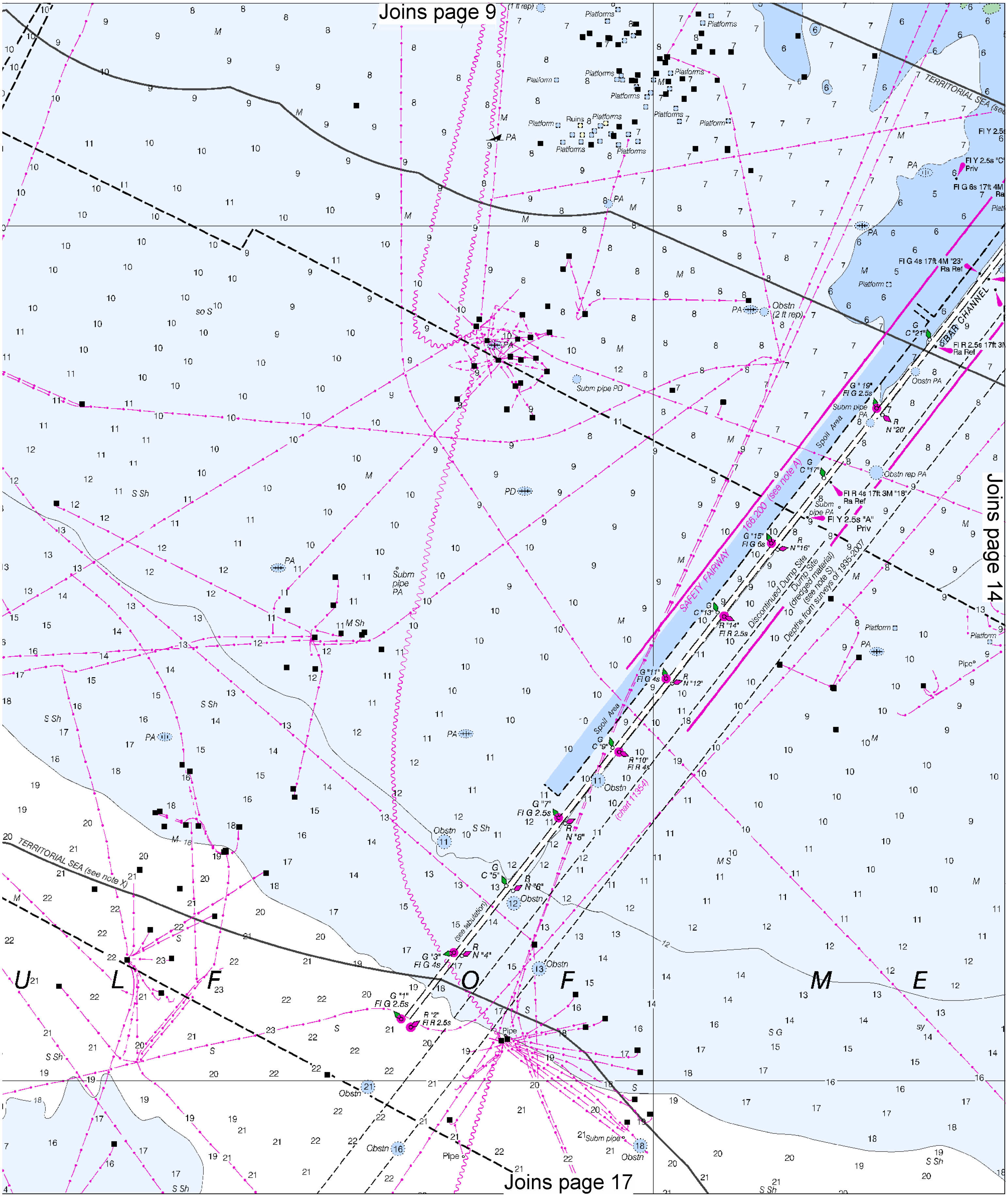
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

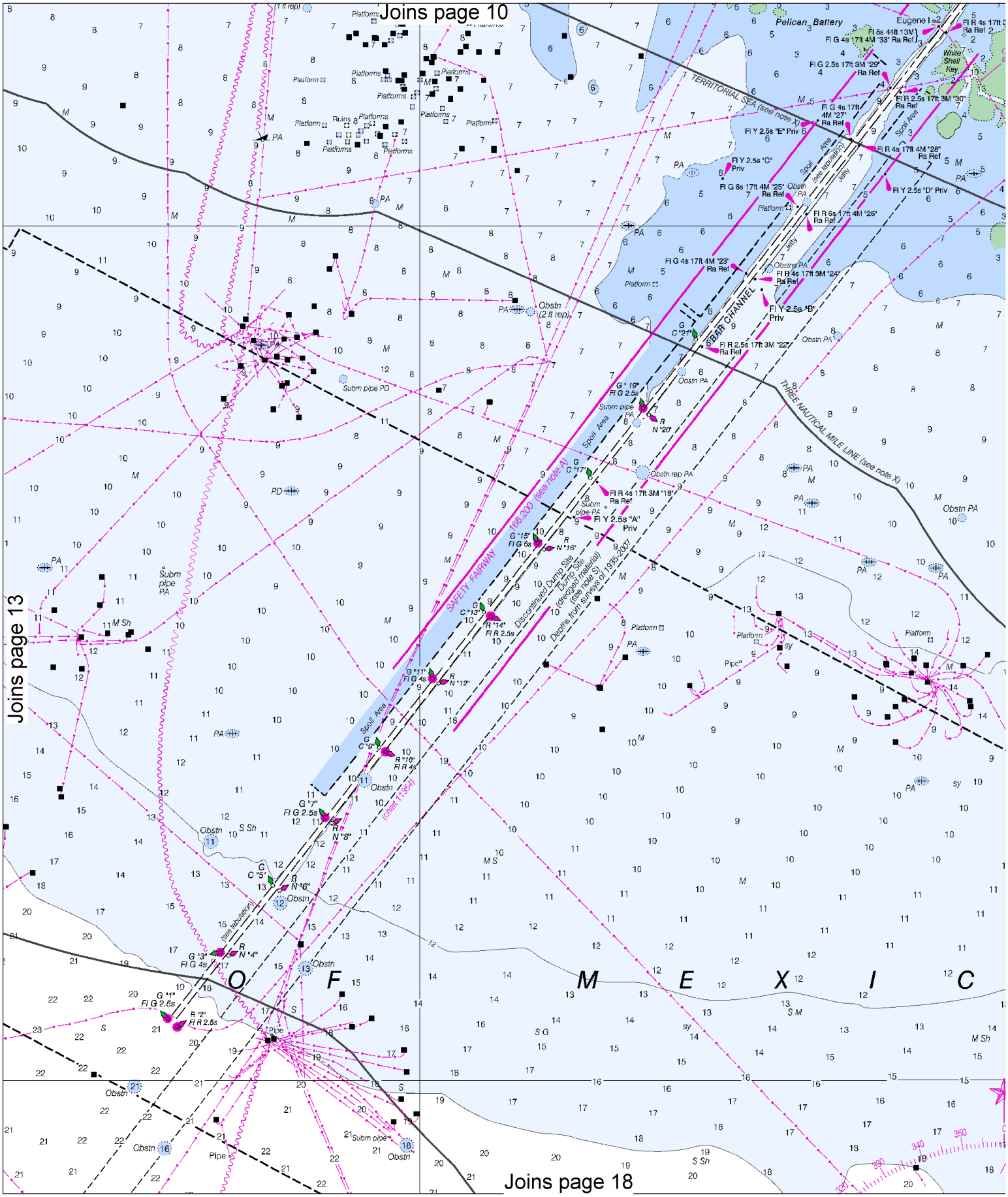
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 9
Joins page 14
Joins page 17
TERRITORIAL SEA (see note X)
SAFETY FAIRWAY
166.200 (see note A)
BAR CHANNEL
Spoil Area
Discontinued Dump Site
Dump Site (dredged material) (see note S)
Depths from surveys of 1935-2007
(chart 11354)
(see tabulation)
Platforms
Platform
Ruins
Subm pipe PD
Subm pipe PA
Obstn (2 ft rep)
Obstn rep PA
Obstn PA
Obstn
Pipe
Subm pipe
G "1" Fl G 2.5s
R "2" Fl R 2.5s
G "3" Fl G 4s
R N "4"
G C "5"
R N "6"
G "7" Fl G 2.5s
R N "8"
G C "9"
R "10" Fl R 4s
G "11" Fl G 4s
R N "12"
G C "13"
R "14" Fl R 2.5s
G "15" Fl G 6s
R N "16"
G C "17"
Fl R 4s 17ft 3M "18" Ra Ref
G "19" Fl G 2.5s
R N "20"
G C "21"
Fl R 2.5s 17ft 3M Ra Ref
Fl G 4s 17ft 4M "23" Ra Ref
Fl Y 2.5s "A" Priv
Fl Y 2.5s "C" Priv
Fl G 6s 17ft 4M
G U L F O F M E X I C O



North

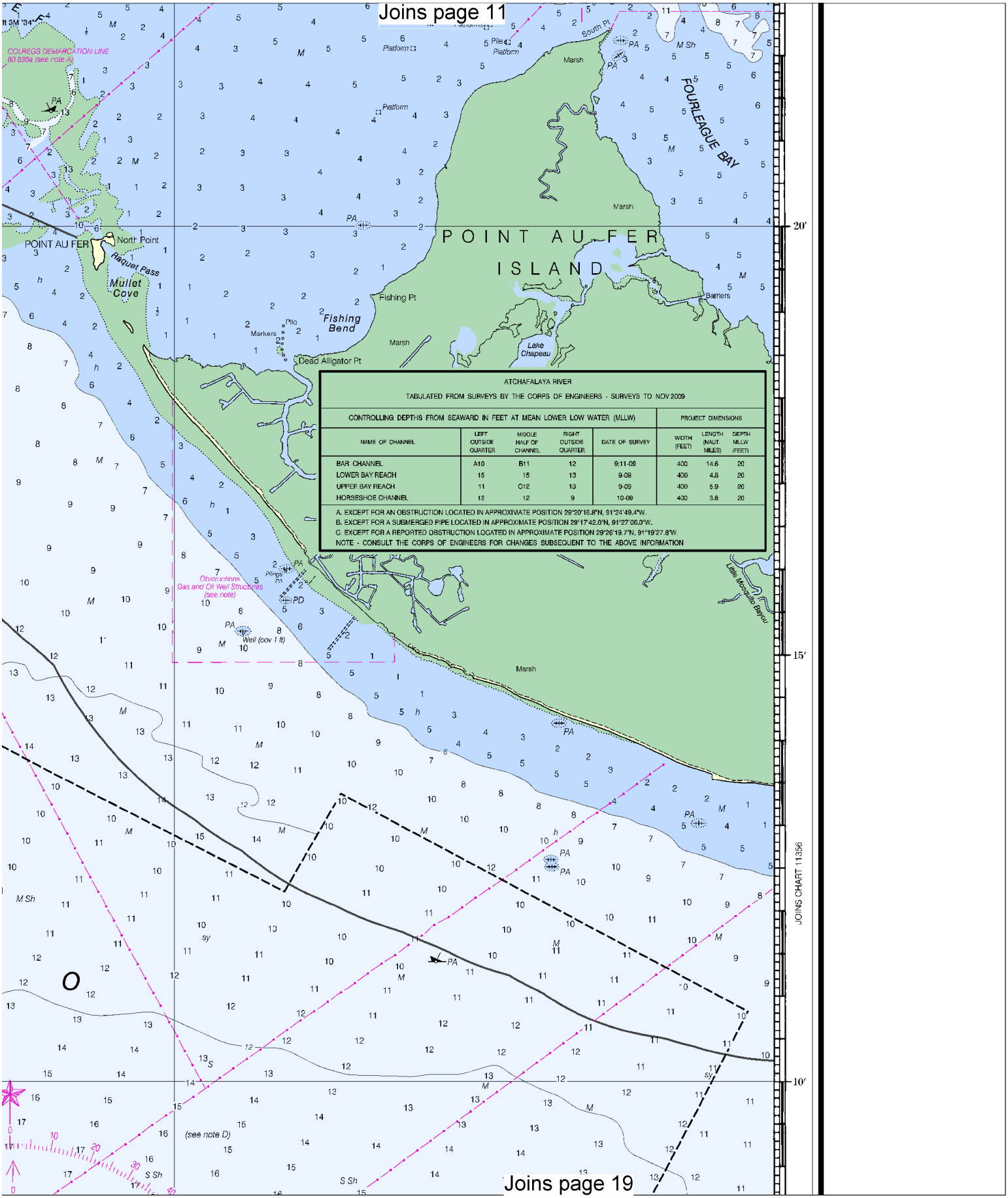
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

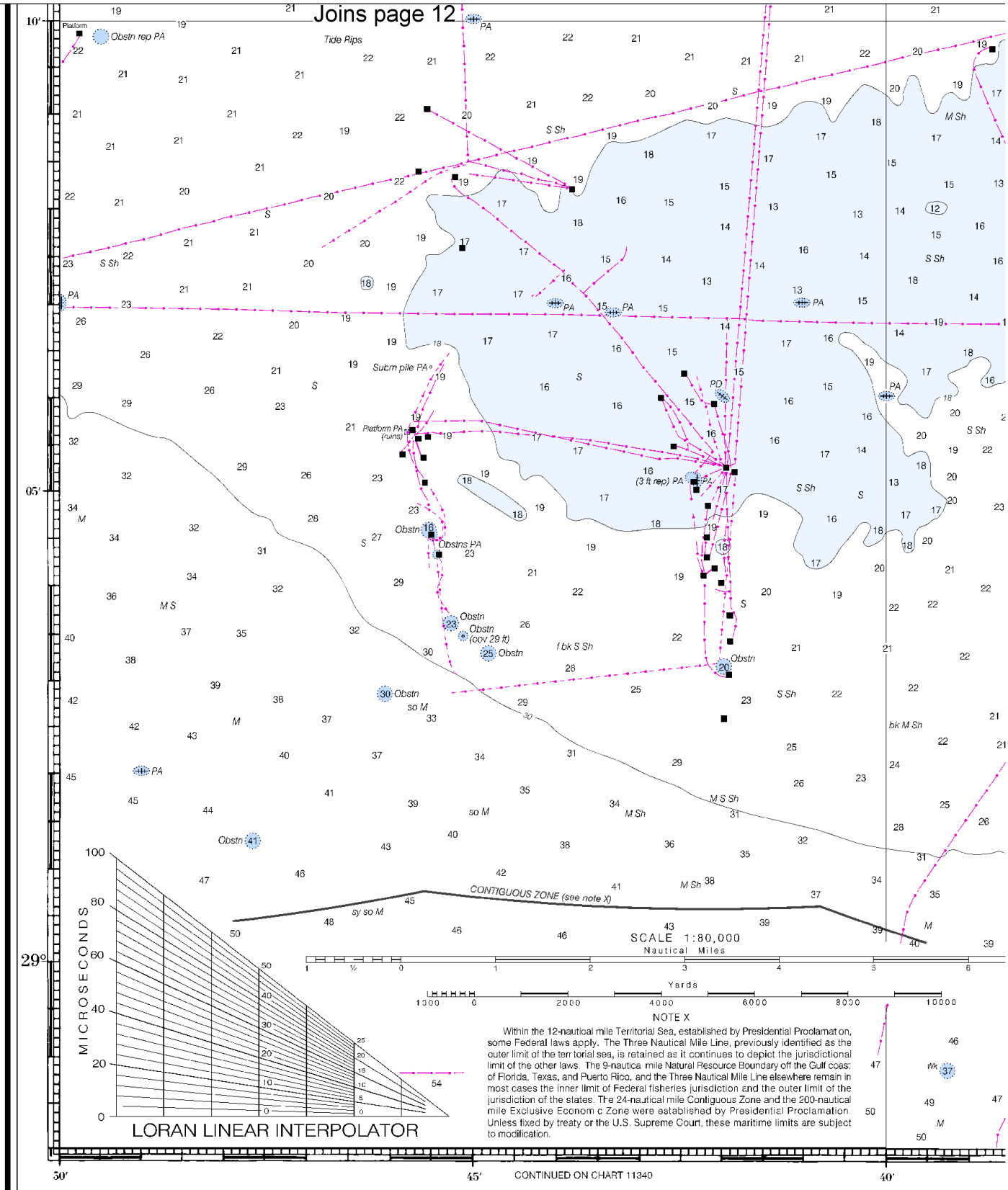


ATCHAFALAYA RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	A10	B11	12	9;11-09	400	14.6	20
LOWER BAY REACH	15	15	13	9-09	400	4.8	20
UPPER BAY REACH	11	C12	13	9-09	400	5.9	20
HORSESHOE CHANNEL	12	12	9	10-09	400	3.8	20

A. EXCEPT FOR AN OBSTRUCTION LOCATED IN APPROXIMATE POSITION 29°20'16.8"N, 91°24'49.4"W.
B. EXCEPT FOR A SUBMERGED PIPE LOCATED IN APPROXIMATE POSITION 29°17'42.0"N, 91°27'06.0"W.
C. EXCEPT FOR A REPORTED OBSTRUCTION LOCATED IN APPROXIMATE POSITION 29°26'19.7"N, 91°19'27.8"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



42nd Ed., Jan./10 ■ Corrected through NM. Jan. 16/10
Corrected through LNM Jan. 05/10

11351

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promot Ocean Service encourages users to submit correctio improving this chart to the Chief, Marine Chart Divi Service, NOAA, Silver Spring, Maryland 20910-328

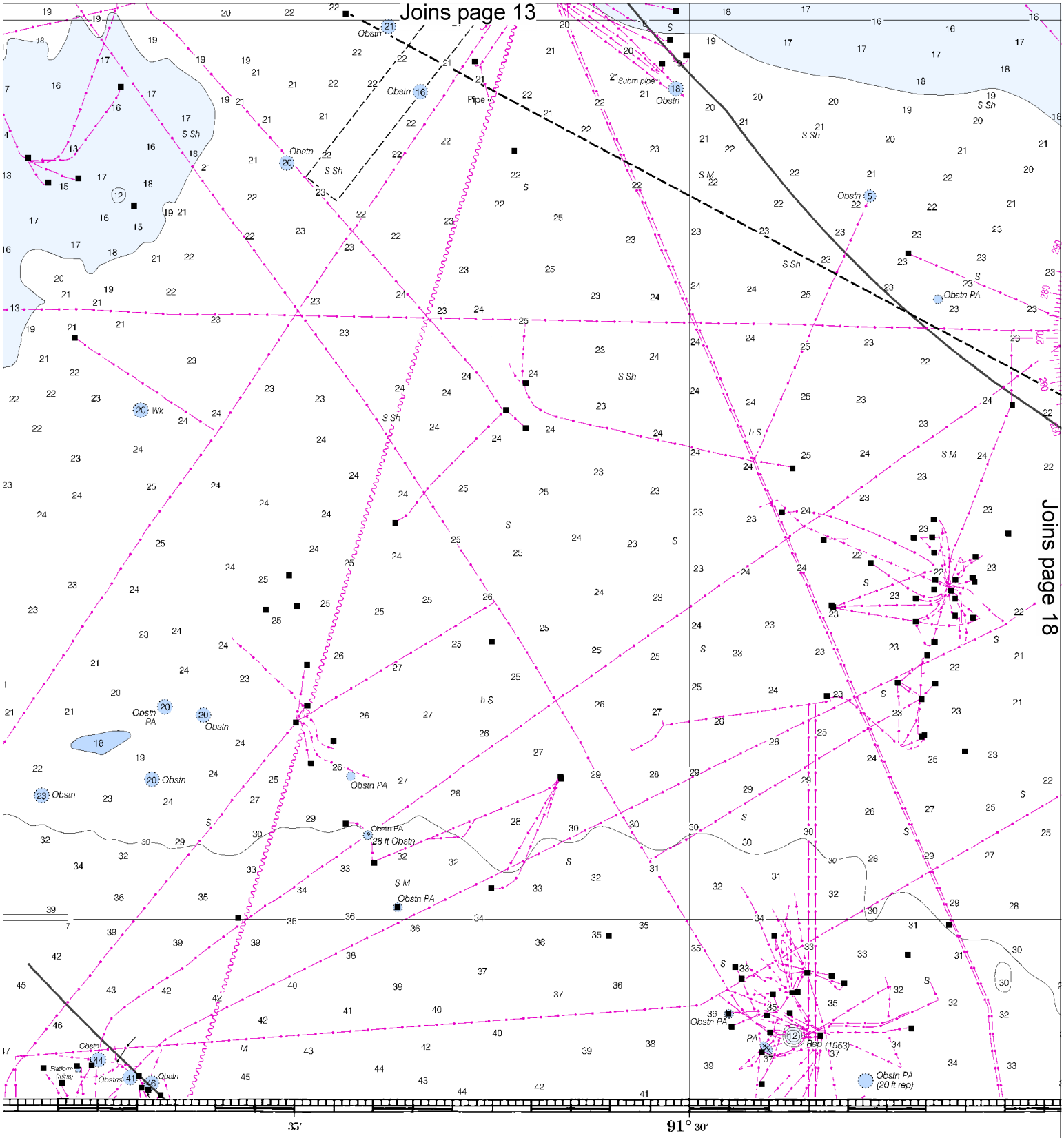
16

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards



note safe navigation. The National
tions, additions, or comments for
ivision (N/CS2), National Ocean
282.

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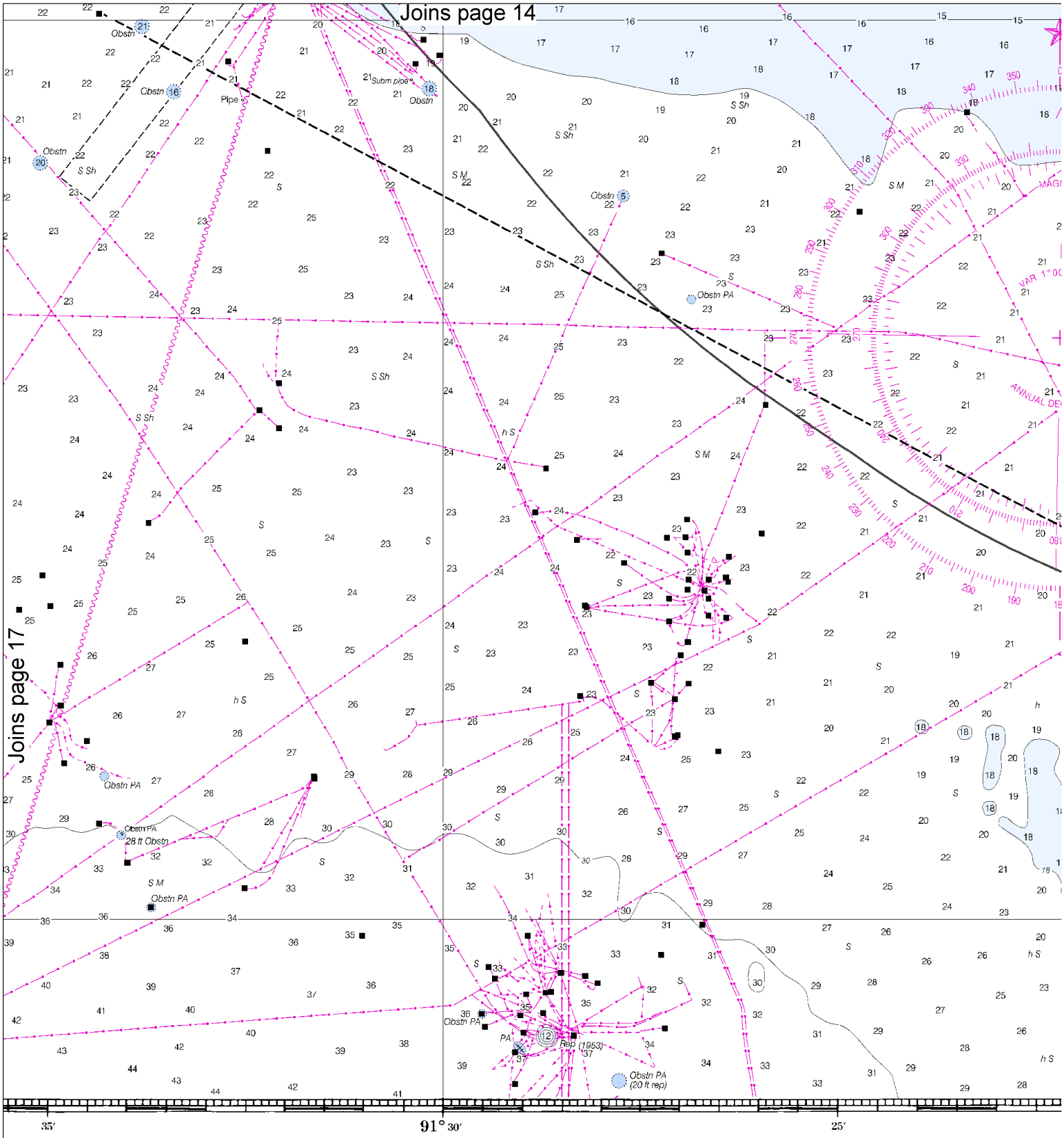
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

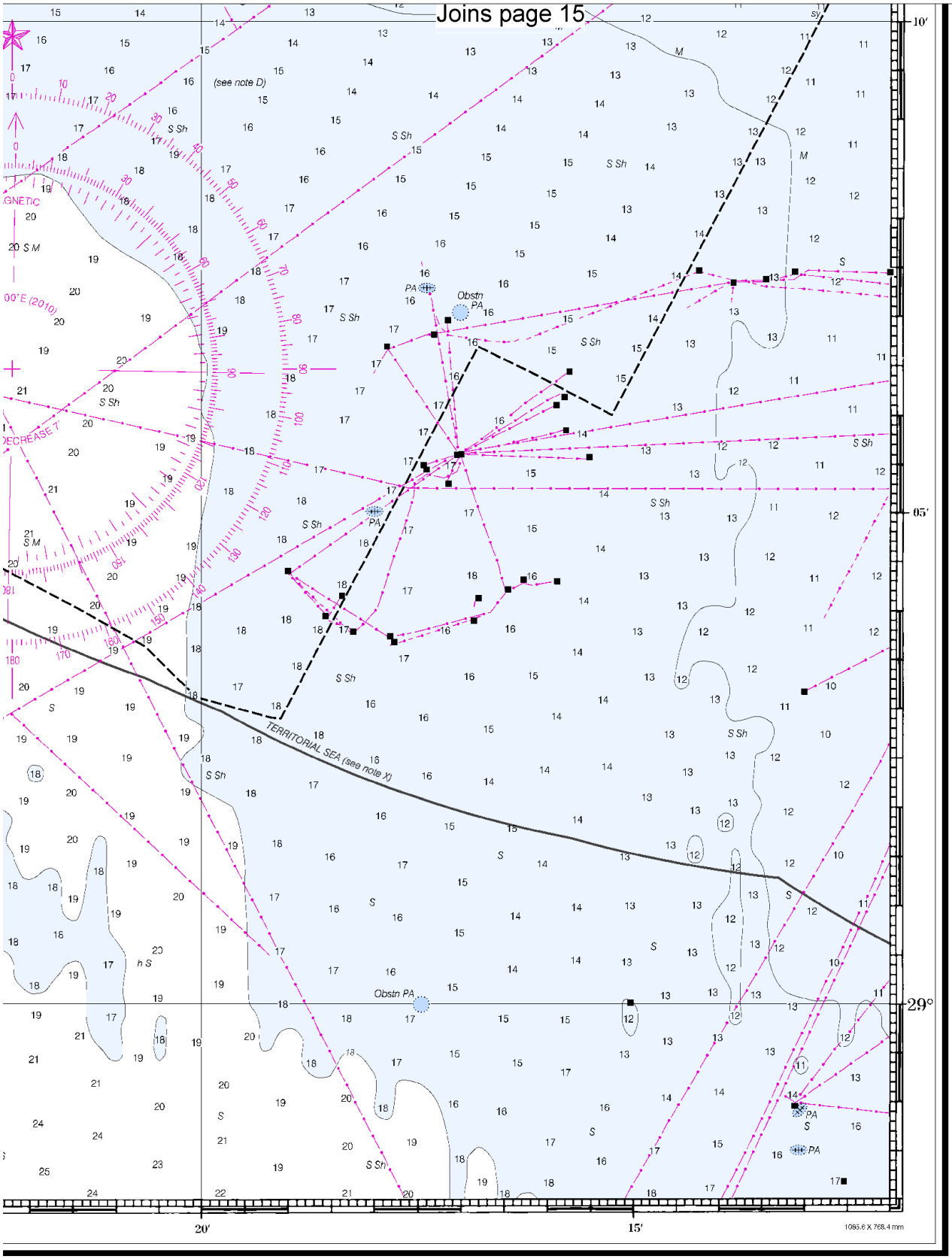
FATHOMS	1	2	3	4	5	6		
FEET	6	12	18	24	30	36		
METERS	1	2	3	4	5	6	7	8	9	10	11	12

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



Point au Fer to Marsh Island

SOUNDINGS IN FFFT - SCAI F 1:80,000

SOUNDINGS IN FEET

11351

LORAN-C OVERPRINTED

ED. NO. 42

NSN 7642014010184 NGA REFERENCE NO. 11BCO11351

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group New Orleans– 409-846-6162
Coast Guard Station Grand Isle– 985-787-2136
LA Wildlife and Fisheries– 800-442-2511
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

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Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.